Computerised rail reservation in Punjab

†294. SHRIMATI GURCHARAN KAUR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations in Punjab where rail reservations are done by computer; and

(b) the number and details of additional stations where computerised reservation centres are proposed to be opened, station-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) As on January 31, 2002, Computerised Reservation facilities exist at 19 locations in Punjab.

(b) These facilities are likely to be provided at Phagwara station by the end of this financial year. The proposal for the computerised reservation facilities at Giddarbaha, Muktsar, Moga, Chakkibank, Kapurthala and Faridkot has been included in the Annual Railway Budget 2002-03.

Delhi-Lucknow Swarna Shatabdi Train

295. SHRI SANTOSH BAGRODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have started a hi-tech Delhi-Lucknow Swarna Shatabdi train which costed Rupees four crore for each coach;

(b) whether it is also a fact that price of such-hi-tach coach is four times the price of an Indian coach;

(c) whether any training programme was being conducted before the coaches started commissioning; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) yes, Sir. Modern technology based coaches received from M/s ALSTOM LHB of Germany with transfer of technology to upgrade existing coach manufacturing technology have been introduced on Delhi-Lucknow Swarna Shatabdi.

(b) Total 24 coaches comprising of 19 AC Chair cars, 3 power cars and 2 Executive Chair cars were supplied by M/s ALSTOM LHB at a total FOB cost

†Original notice of the question was received in Hindi.

of DM 52.663 million, (approximately Rs. 4.7 crores). This price includes the cost of a new design to suit Indian BG standards, development of various components and equipments both in LHB and in the European factories and manufacture of jigs and fixtures, warranty obligations etc., all of which amortised over a small batch 24 coaches. The price paid to LHB is the sum total of all these and is therefore not readily comparable with the cost of Indian coach, which does not have any of these cost elements.

(c) and (d) A group of 20 personnel was given training in operation and maintenance for a period of 7/10 days during June 2001. Also on job training was imparted to our maintenance staff in the Delhi maintenance depot by experts from M/s ALSTOM LHB and other original equipment manufactures before commencement of the LHB services. The assimilation of new technology from LHB is a continuous process and will extend till the year 2006.

Problems of Rail Passengers at Bhopal-Nagpur section

†296. SHRI P. K. MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Passengers travelling between Bhopal and Nagpur have to face lots of troubles;

(b) if so, whether Government have received demands from passengers to extend the services of the Shatabdi Express upto Nagpur;

(c) if so, the action taken by Government so far in this regard;

(d) by when Government propose to extend service of this train upto Nagpur; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) At present Bhopal-Nagpur sector is served by 28 pairs of Express trains including 4 pairs of Rajdhani services, Jaipur-Durg Express (Weekly) and Nizamuddin-Kanyakumari Express (Weekly) announced in Railway Budget 2002-03 will also serve this sector.

(b) to (e) No specific demand has been received in this regard. However, extension of 2001/2002 New Delhi-Bhopal Shatabdi Express is not desirable

†Original notice of the question was received in Hindi.